#### THE LATEST NEWS.

By Telegraph to the New-York Tribune.

Bouthern Telegraph Office, corner of Hancver and Beaver-ste Rivers and Harbors-Homestend Bill-French Spoliations. Special Dispatch to The N. Y. Tribune.

WASHINGTON, Monday, Aug. 2, 1852, The Senate referred the River and Harbor bill to the Committee on Commerce today, and its friends fear that it will not

Mr. Clemens, a true "Democrat," threatens to talk the bill to death, and a few other Senators are disposed to help him.

There is now no hope of the passage of the Homestead bill in the Senate, and very little for the French Spoliations bill in the EYE.

#### Adjournment of Congress.

Special Dispatch to The N. Y. Tribune. Washington, Monday, Aug. 2, 1852. The House has adopted the Senate's

amendment to adjourn on the 31st of August, by a large majority, and has gone into Committee J. F. C. on the Appropriation bill.

# Louislana State Convention.

The Louisiana State Convention finally adjourned last night.

#### The New-York Whig State Convention.

ALBANY, Monday, Aug. 1, 1852, The Whig State Convention is appointed to meet at Syracuse on the 22d September.

#### Contradiction of the Rumored Massacre of Capt. Marcy and his Command. Louisville, Monday, Aug. 2, 1852.

An extra of The Little Rock Whig says: An express arrived at Fort Smith on the 25th from Fort Arbuckle, bringing the cheering news that Capt. Marcy and his command are still alive, thus falsifying the report of the Wacho chief. This intelligence you may rest assured is definite.

A renconter took place at Fort Smith on the 25th, in which Wm. L. Vann was killed by J. W. Vandever.

The European and North American Railcond -American Schooner Coral Condemned and Sold.

St. Johns, N. B., Monday, August 2, 1852. Letters received, per the Europa, from the Contractors, in England for the European and North American Rallroad, confirm the bargain. It is now assented to on both sides, and engineers &c., come out by the Niagara, expected at Halifax to morrow .-The work must now go on.

The American schooner Coral, condemned for a breach of the Fishery Treaty, was sold

Selzure of another American Fishing Vessel. Bosrox, Monday, August 2, 1852.
The American fishing schooner Union has been seised for a violation of the fishing Treaty, and taken into Charlottetown, Prince Edward's Island.

#### The Cholera in Rochester.

ROCHESTER, Monday, Aug. 2, 1852 There were twenty two cases of cholera here yesterday, and nineteen deaths. On the day be fore there were twenty cases and nineteen deaths.

RECHESTER, N. Y., Monday, Aug. 2, 1852-5 P. M. During the last 24 hours, 25 cholera cases and 7 deaths have been reported in this city; and during the last is hours, there have been 66 cases and 26 deaths.

Celebration of the Emancipation of Slavery in the West Indies.

Pritishann, Monday, Aug. 2, 1752.

The Anniversary of the Emancipation The Anniversary of the Emalicipation of Slavery in the West India Islands was celebrated to-day at Manchester Many hundreds of white and colored cinzens participated. Speeches were made by Mr. Freeman (colored, Samuel Fleming, Democratic candidate for the Legislature, James Celian, Benton Kerr, Esq. and Rev Charles Avery. The latter is well known for his berificence and devotion to the cause of the blacks. The speeches were eliquent, and exched the most culturalistic appliance. The whole affair went off well.

# Yachting Intelligence, &c.

BALTIMORE, Monday, August 2, 1852. The new vacht Ukarine made a trial The new yacht Chairne Indica that trip, to-day, with a large party of excursionists. She was built by the Association of Young Ship Carpenters, after the model of the celebrated yacht America, which, it is claimed, she will eclipse in sailing. A yacht race afterward took place between the Co-quette and May Queen, for a purse of \$300. Distance run, about fifty miles,—the May Queen winning by two

We have no mail south of Richmond, to night.

The Fulcon at New-Orleans-The First Bale

of New Conton-Loss of a Steamer, &c. NEW ORLHANS, Monday, Aug. 2, 1852.

The steamship Falcon arrived here this morning from Havana. She brings no news of interest.

The first bale of new Cotton this season was received to-day.

The steamer Memphis broke in two on

Locust Bar on Saturday. No one was injured. A grand Whig ratification meeting takes place at Baton Rouge to-day,

Loss of the British Bark Charlotte by Fire. New-Orleans, Monday, Aug. 2, 1852. The British bark Charlotte, hence for Liverpool, was burned on Saturday, at the South West Pass. Her cargo consisted of 1,900 bales cotton. Offi-cers and crew all saved.

# Marine Disaster,

The schr. Golden Fleece, arrived here from Fayal, reports that the back George Washington arrived at Fayal fell in with on June 15, lat. 38, lon. 36, a wreck bettern up which he found to be lumber he lea, and apparently a ship, with hard pine bottom and live oak timbers.

was round, with glit moldings and the Her stern was round, with glit moldings and the name painted on it, but so obliterated that only the first and last letters, C and G, could be made out. About a week previous and also at the time of seeing the wreck, fell in with wrecked stuff, and picked up a topsail gard with patent rections, block, drift lumber, barrels, &c.

#### The James Adger at Charleston. The U. S. Mail steamship James Adger,

Capt John Dickinson, arrived here at 11 o'clock last (Friday) right.

# XXXIIn CONGRESS ... FIRST SESSION.

SENATE ... WASHINGTON, Aug. 2, 1852. The Chair presented a communication from the Treasury Department in reply to the resolution of the Senst, calling for information relative c. "Exceeds ishment of a depository of public monies in Call-

Mr. BRODHEAD moved that the vote Posing the joint resolution allowing The Congressional Globs to pass through the mails free be reconsidered.

Mr. Walker said that he would regard

the motion to reconsider as a test question, and asked what was the reason for the motion. Mr. BRODHEAD said, that if he underdesteod the resolution correctly, it was to allow The Congressional Globs and Appendix to circulate free of Postage. The publishers could speed as many advertisements as they thought proper. Another reason was, that each Senator and Member of Congress received twelve copies of this paper, and they circulated free under freak. This resolution was going beyond that he could you for.

Mr. WALKER opposed the reconsideration. He said the postage on The Congressional Globs and Appendix amounted to more than the subscription to the paper.

Mr. HAMLIN said that advertisement's could not be put in this Congressional Globe; the Post-Office Department have decided that it is not a newspaper, and the postage on it by weight amounted to con-siderable.

Mr. BORLAND said that The Daily Globe was excluded from this privilege; that contained advertisements; The Congressional Globe did not. He was in favor of extending the privilege to The Daily Globe.

Mr. BRODHEAD said that no one would ever so to the Congressional Globe to find out the laws of the Cance change. Little and drown's colling of the

laws would be sought after for that purpose instead of the Globe. Why should this privilege be given to the Globe and to no other papers? Why not authorize the Postmaster-General to charge this paper with newspa-

Mr. ADAMS said this was a proposition to extend the franking privilege which he could never agree to. He thought that privilege was extended far enough, and ought to be curtailed instead of extended. Mr. BAYARD said this was a private en-

terplies, conducted for the benefit of private in fividuals, he saw no reason why this privilege should be given to it, and not to many other valuable publications.

Mr. BULTER said if it was not a newspaper nor a periodical, it was certainly a book, and if this privilege be extended to it, it will be sent through the mails bound as other law books. It could be adverthe main bound as other law books, it could be adver-tised and sold in all the cities as other law books, wish the addition that it can be sent in boxes or bagt through the malls free of postage.

Mr. Bright advocated the resolution.

Mr. BADGER said he would vote to reconsider without being committed against the resolu-

The question was taken on the reconsid-

eration and decided in the negative.
YEAS—Messra Adama Atchison, Badger, Bayard, Brodhead, Butler, Chase, Clarke, Davis, Dodge (Iowa), Douglass, Hunter, King, Miller, Soule, Sprinance, Toucey, Under-\*cod-18.
Nays-Messrs. Borland, Bright, Brooks. Cass. Charlton, Clemens, Dawson. De Saussure, Dodge (Wiscossin), Feich, Foote, Gwin, Hamilin, Houston, Jones (Iows), Maillary, Meriwether, Morton, Norris, Rusk. Sebastian, Seward, Shields, Summer, Upham, Wade, Walker, Weller-23.

Mr. HUNTER moved to take up the In-

Mr. HAMLIN said the River and Harbor bill was on the table. He asked that it be taken up and

Mr. HUNTER said he had rather that his Mr. HAMLIN said he hoped it would be

Question taken on Mr. HUNTER's mo-

n, which was lost. Ayes 18-Nays 20. The River and Harbor bill was then taken up and referred to the Committee on Commerce. Mr. Douglas submitted amendments to the bill, which were ordered to be printed. These amendments allow States, Cities and Counties to levy tunnage duties for the improvement of Rivers and Har-

Mr. Toucky moved to reconsider the vote by which the memorial of Gen Hismliton upon the subject of the Texas debt was referred to a Select

Mr. BUTLER said that he heard that some members of the Finance Committee supposed that Gen. Hamilton intended disrespect to that Committee by some remarks in his memorial. He assured the Senate this was not the case. He then explained Gen. Hamilton's position with respect to the subject, and thought he claimed nothing but justice. Mr. BRIGHT said the Committee on

Mr. Bright said the Committee on Finance had had this subject under consideration for a long time. Memorials like Mr. Hamilton's, praying Congress to repeal the provise of the Boundary Act, requiring the \$5,000,000 to be retained in the Treasury, had been considered by that Committee. The Committee some time since had a vote on this point, and had decided uranimously to report against the repeal of that provise, and the Senator from Maryland (Mr. Pearce) was directed to make that report. He thought that when a Standing Committee had a subject before them, and were preparing a report, that subject ought not to be referred to another Committee. He hoped the memorial, like all others, would be sent to the Finance Committee.

Mr. Butler called for the reading of Hamilton's memorial, Several Senators said it was in print,

and in the morning papers.

The Clerk commenced reading the same, and had proceeded but a short way when

Mr. BADGER moved to dispense with the

Mr. DE SAUSSURE urged that the memorial ought to be read, in order that the Senate might

Mr. BUTLER, who had been absent, now came in, and expressed surprise that the reading had

Mr. BADGER said he moved to dispense with the reading, iccause the Senator had left the chamber, a lif the Senator was to undergo the reading, he desired all to hear the indiction. He now withdrew his motion, as the Senator had returned.

The reading was resumed, but before enothird was read, Mr. Butler withdrew his call for the reading of !

Mr. Rusk then commenced a speech to

show why the provision in the Boundary Act ought to be repealed. After about ten intuites he yielded the floor, and the subject was postpaned.

Mr. Adams offered a resolution, which

es agreed to, directing inquiry as to the suppression small notes in this city.

Mr. Wellen offered a resolution, which was agreed to, calling for Colonel Graham's report on

The House bill to provide for the execution of the Public Printing, was referred to the Com-The bill amending the act relating to the

settlement of Private Land Claims in California was Mr. Gwin read a speech in favor of it. Mr. Weller replied in opposition.

The bill was laid on the table for the

The Indian Appropriation bill was then

taken up. The amendment pending was on striking out the appropriation of \$66,000 to pay the Shawnees for certain lands of theirs sold in Ohio. Messrs. HUNTER and ATCHISON spoke

in favor of striking it out. The bill was postponed.
The bill ordering a reconneissance of the China Seas, Behring's Straits, Java Sea, &c., was taken

Mr. HUNTER offered a substitute for the

Mr. BORLAND asked the object of the Mr. HUNTER explained that it was to explore those seas, now so much traversed by American vessels—it was to afford facilities to commerce.

Mr. Borland asked the Senator how he, who had been a leasier on the opposition to all bills extending inclinies to commerce on the lakes and western waters, on the grounds of their unconstitutionality, could support this proposition, which was to appropriate hundreds of thousands to build and equip vessels to explore these sens, and afford facilities to commerce. Sepstethen adjourned.

HOUSE OF REPRESENTATIVES The House concurred in the Senate's endment to the bill granting preëmption to actual tiers on the line of the Central Railroad.

Mr. Jones (Tenn.) wished to amend the rules so that a resperity may suspend that allowing the minute speeches on amendments after the general delasts is closed on a bill. Mr. ORR objected.

Mr. MEADE made an ineffectual attempt a have taken up the resolution fixing the time for the djournment of Congress.

Mr. RICHARDSON offered a resolution. which was adopted, calling on the Secretary of the Tressury for information relative to the shipwreck of the American sloop Georgians, on the east coast of Queen Charlotte Island and the measures taken for her

Mr. HASCALL, by leave introduced a bill to smend the Postage Law, proposing among other hims to reduce the postage on letters when prepaid, to two cents, and on newspapers to one-forth cent, on distances not exceeding 500 miles, and one half cent for any distance over 500 and not exceeding 1,000 miles, and one cent for any distance exceeding 1,000 miles, and one cent for any distance exceeding 1,000 miles, and one cent for any distance exceeding 1,000 miles. wspapers to circulate free within fifty miles of the acc of publication. It also abolishes the franking

The bill was referred to the Committee

The House took up the bill authorizing diers in the late war with Great Britain to surrender is bounty lands unfit for cultivation and select others

A motion to lay the bill on the table was made and voted down. Pending the subject the morning hour

Mr. Jones (Tern.) moved a suspension the rules to enable him to introduce his resolution to stopping five minute speeches on amend-to bills after the general debate is closed.

The motion was negatived-Yeas 85, ve 78-there not being two-thirds. Mr. Hankis (Tennessee) moved a suspension of the rules for the purpose of taking up the

Mr. Jones (Tennessee) demanded the Mr. SACKETT wanted to know whether the Land Distribution bill had passed the Senate. [Cries

Mr. STANLY desired to know whether it would be in order to inquire whether the River and Harbor bill had passed the Senate. The Speaker said the inquiry would not

bein order. The question was taken, and the rules spanning by a vote of 100 ag-thet 45.

The amendment of the Senate fixing

Tuesday, August 31, for adjournment, was concurred in The House went into Committee on the Military Academy bill, as returned from the Senate, with amendments. Having rejected that appropriating \$12,000 for a riding-school at West Point, they took up the one appropriating \$50,000 for the per diem compensation and milesge of Senators, Representatives and Delegates, in order to correct the mistake made by the omission of this sum in the contrastrent of the India.

omission of this sum in the engrossment of the Defi-ciency bill.

The question of mileage having been incidentally discussed, the amendment was agreed to, with a provise added by the House that no constructive mileage shall hereafter be allowed, and the bill was laid saide to be reported to the House, when the Committee

took up the General Appropriation bill.

Mr. FAULENER gave his views on the Mr. FAULENER gave his views on the Presidential question, saying that on the enforcement of the Compromise measures, including the Fugitive Slave Law, depends the stability and tranquillity of the Union. He spoke of the recent calumnies of the Northern Abolitonies against Frank Pierce, and pointed to that gentleman's speech in October, 1850, as sufficient to consign the slander to the contempt of every honorable man. Gen. Scott did not merely sin by refusing to answer letters asking his views on the Compromise policy, but by giving countenance to those who railled in hostility to it. He regarded Scott as the candidate of the latter, and would yield his humble support to of the latter, and would yield his humble support to
those men who had given him the highest assurance of
their devotion to the federal compact.

Mr. Corn gave notice that he should

move at a future day to take up a bill to give aid and comfort to a widow with six children. Mr. CLINGMAN asked the gentleman to

include a bill for the relief of a certain old soldier who Mr. Skelton said the Committee on Agriculture have agreed to report a bill to establish an Agricultural Bureau. He had a speech prepared, but, as he did not wish to trouble the House with its delivery, he would wrist.

ery, he would print it.

The Committee rose, when the action of the Committee on the West Point bill was concurred in, and the House adjourned.

# The Omnibus Land Bill.

In the House of Representatives on Thursday, July 29, the bill granting lands to Michigan for the Oakland and Ottawa Railroad construction being under consideration, Mr-Johnson, of Ark., moved to amend by similarly providing for a dozen or more roads which had previously been denied lands, in separate bills. This weighed down Michigan, and caused the whole subject, on motion of Mr. CLINGMAN, to be faid upon the table-Yeays 104, Nays 62, as follows: for Those who vote: Yea are designated thus, Y; Nay thus, N; and those who were Absent or did not vote thus; O.

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River and Harbor Bill. The following are the Yeas and Nays in the House of Representatives, on Friday, July i), on the passage of the River and Harbor Bill : \$30 Those who were Year are designated those, Y : Nay thus, N : and those who were Aresat as did not sate thins, O.

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Wings in House Concession in Roman Districts Free Sulers in Sugar Care. Y-Year, 107 N-Supe, 78; O-Absent of not Years, 14 Missouri.-The election took place August 2. A Governor, Lieut. Governor, Secretary of State, Auditer, Register, Treasurer and Atterney-General were to be chosen. The can-

didntes for Congress were : Thomas H. Benton, Lewis V. Bogy. Alfred W. Lamb. 1. . Samuel Caruthers. 2. Gilchrist Porter. John G. Miller." Mordecki Oliver.

James S. Green. Austin A. King. Jones H. Birch, John S. Phelps. The State has not been disturbed under the ew apportionment, and is entitled to two addi-| tional members.

# The Recent Calamity!

FURTHER PARTICULARS.

FURTHER SEARCH FOR BODIES. BURIAL SERVICES AT YONKERS.

The Coroner's Jury convened at 9 o'clock yesterday morning, pursuant to adjournment; but no other bodies having been recovered, the investigation was further postponed until 5 o'clock P. M., when the proceedings of the investigation were resumed-Edward Wells, Esq. District Attorney of Westchester County, appearing for the people; W. W. Scrugham, Esq., as the special adviser of the Coroner, and D. Mc

Mahon, Esq. on the part of the owners of the boat.

Mr. Mc Mahon presented the following communication:

To the Coroner and Jury acting on the Inquest respecting

To the Coroner and Jury acting on the Inquest respecting the steemboat Heavy Clay, at Yonkers.

GENTLEMEN—On behalf of the owners and officers of the steemboat Henry Clay, for the purpose of the Investigation of the truth respecting this most lamentable occurrence, I would request that all of the hands of the bost, and the officers and owners, be called up and rigidity examined as to their knowledge of the facts concerning this disaster. There is a Mr. Harris, of Burlington, Vermont, who was a passenger on board of the bost, who will testify to what he knows concerning the matter. We will fournish the names of all the officers, for that purpose, if desired. We desire to conceal nothing.

Of counsel for boat and owners.

TESTIMONY CONTINUED.

Phineas P. Wells. sworn-I reside at No. 24 Clinton st., Brooklyn: I am a physician; I was a passenger on board of the Henry Clay on the 28th ult. from Cozzen's Landing until her destruction by fire; I rediced nothing particular about the management of the boat before sine got on fire; I was not forward of the companion way between the main deck and hurricane deck; the only unusual circumstance I perceived was an abundance of cinders of antiracite coal along the hurricane ceck, which were large and fell in greater hurrianne dock, which were large and fell in greater quantities than I have ever seen to come from a steam boat of hinney before; some of the pieces were as large as small peas, and whenever new fuel was supplied, as I supposed, these showers of cinders were renewed; while the Henry Clay was running toward the shore on fire, I turned my attention as to means of secape; I I oved over the quarters but I saw no small boats there; I also looked where they are unusily slung from a crane on the stern quarter, and I am certain there were no boats there, they are usually slung from a crame on the stern quarter, and I am cestion there were no boats there, and after passing four ladies from the stern of the boat to and over the bows of the boat, I turned and examined her; the hurricane deck extended to or very near to the stern of the boat; I saw no small boat on board of the Henry Clay, and according to the best of my knowledge and belief, there was only one place where a small boat could have been; that was on the larboard side of the boat, between the pilot-bouse and the side of the boat, and in front of the larboard wheel; from the time that the first alarm of fire was given, it saw no one appears in an official capacity—or heard any one give any directions on board, or encouragement to the passengers relative to their escape; I know nothing of what transpired on the lower dock after the to the parengers relative to their escape; I know nothing of what transpired on the lower dock after the slarm of fire was given; I got off on the sand from the starboard side at the extreme forward end of the hurricane dock; I saw a man whom I supposed to be the clerk of the boat (because I bought my ticket of him); he had his coat off and was in the water, rendering assistance; I should not know any of the other officers of the boat; it was just after passing Forrest's place that inciticed the fire; the boat was turned toward the shore immediately after I discovered the fire; I think from the observations I made, that she was going at the rate of 20 miles an hour; I was on board the Francis Salddy on the moraling when she ran at the

going at the rate of somes an nour; was on soard the rancis Salidy on the morning when she ran at the rate of 25 miles an hour; the Henry Clay was about two hours in running from Corners's Dock to the point where she took fire.

Mr. McMahon, at this stage of proceedings, proposed to cross examine the witness, which was objected to by the Coroner, through his counsel, W. W. Scrugham,

Mr. McMahon inelsted upon the right to cross examine Nr. McMahon healed upon the right to cross examine the witness, and the Coroner, by his counsel, decided not to allow him to do co.

Mr. McMahon then protested against any but the Coroner and Jury examining witnesses on the part of the needle.

Coroner and Jury examining witnesses on the part of the people.

Mr. Foreigham, in reply, stated that the Coroner would at the same time decide against allowing the presence of conset for the steamboat owners.

James F. Depepter, sworn—I restite at No. 915 Broadway, New York; I came on board the Honry Clay at Newburgh; there were great exertions made there by the runners of the two rival boats, and tickets for NewYork were sold at one shilling each, which som I paid myself; shortly after leaving the dick limet Mr. Gouriey, who stated that there had been a most exciting scene on board the boat before I went on board—that there had been great excitement, the boats having come in contact; while taking with him we where J inned by Hen. Stephen Allen, who confirmed the statement which

in cortact; while talking with him we where Juned by Hon. Stephen Allen, who confirmed the statement when had just ocen made to me; I then took a seat on the hurricane deck, from which I was obliged to remove in consequence of the failing at small pieces of coal and cluders, and seen after ward went below on the saloon deck, larboard side; I sat there realing, until I heard the cry of fire; the passengers were much startied, and I can celly compare the scene to that of a beelive dis-turbed; all the people were on their feet, and in the exby semebody, who appeared to second to the boat, that the awning was on the and there was no danger, my ef-forts were immediately exerted to shay the excitement. by masuring the isdica that I understood there was no danger. It all them to be calm, and that our safety deper ded upon their being so; I then turned round and was preceded from their being so; I then turned round and was preceded for ward, when I met the Hon. Stephen Allen, and he asked me what we were to do; he was calm, but evidently a manual frepeated to him what I had set to the landers, as to the importance of being calm, while I was making with him, I observed the sample mightly increase; and as I understood that he had not come forward, he having been sent alt, I beginn to apprehend danger which I had not analogated; I then went to the stairs leading to the hurricane deck, with a view of ascertaining the extent of the fire, and chances of except ou opening the door, I hand the passage filled with a dense smoke, which prevented me from proceeding any further; perceiving one of the hands of the boat standing hear the ladder saloon, I asked him, in a low tone, where the fire was such as awared in a like tone, the fire was below; then I became convinced that the boat was seriously was, and he answered in a like tone, the fire was below; then I became convinced that the host was seriously on fire; almost immediately afterward there was a cry that the bost was shaking, and she appeared to be so; it was at this time. I presume, that she struck the shore; ignorant of the feet that she had gone ascree, and see-ing a person upon the hardcane deck, it then occurred to me to go there likewise, and after two stemps I time to go there likewise, and after two attempts I succeeded in celling up on the larboard side; on getting there I discovered the fibroes uttending shows the pipe, so that I could not see the shore from where I stood; I took off one of my books, and unlaced the other, in order to go into the water at the proper moment; at this moment, Mr. tiourley and another guateman cande up to me, and said that our only safety was to pass over the promensed deck to the bow; at this time there was so dense a smoke that I could better the properley of doing so; the two gentlemen left me, and I was the last person eft on the stern of that deck; I was there about two minutes, and the wind driving of the smoke, I saw a clear passage; I would say that, although the larboard side was in fames, the wind had freed the starboard side from smoke; I want to run through the life; I did so, would say text, allough the larboard side from smoker, the wind had freed the sarboard side from smoker, i resolved to run through the fire; I did so, and took a chair with me; I reached the extreme end, and there found a man throwing cil the baggage; there was neither fire nor smoke there at that time; the pilot was not in his place at that time; I was not aware that the best was ashore until Mr. Gourley called my strention to the last after reaching the end of the promonate deck. I just on any boots previous to going down; I then waited round the baggage on the main deck to see after my own, but not finding it, and not exercise if the shore; up to this time I thought that every passinger would be saved, but on reaching the shore I discovered the passengers in the stern of the boat had died together on the starboard side, and others jumping and tumbing ever; I immediately included or Mr. Allen, and finding that he had not gut ashore, I began search after him, but without success; If the passengers had been only informed by the officers of the boat that itey could escape over the hurricane 

entering of the control and the stampost Henry Cisy at Albany on the Coin uit for New York; the Henry Cisy was a passenger steamboat plying between New York and Albany; a short time before going on board the beat I noticed considerable efforts made to get pasthe heat I netered considerable efforts made to get passenger for the Henry Clay, both in the streets and on the docks: I neverted his same thing on the part of the runners of the Armenia to induce passengers to take her; I took to interest in the matter, presuming it was a common occurrence; I went on took the Henry Clay and believe she started a few minutes shead of her time; I should think that the Henry Clay was 1 to mile in advance of the Armenia; and the Henry Clay cached the dock at Hudson, and the Armenia took the western channel and passed on without landing; when we left dock at Hudson, I heard some say that we should soon overhaut her, (the Armenia one say that we should soon overhaut her, the Armenia to be going very rapicly; while sanding on the bow of the Henry Clay she seemed to bound and be going more rapidly, and I remarked the fact to a friend; the Armenia reached Catakill first, and the Henry Clay hay had to wait her turn

ressengers: I think he said that the Armenia had taken is on board, and they had got 27; the Henry Clay then proceeded down the river and was rapidly overtaking the other; shortly afterward the Henry Clay came abreast of the Armenia; when the boats first got abreast of each other, the Henry Clay was perhaps 200 feet west of the Armenia; they continued to run side by side for a considerable distance, then came in contact; a n'an on board the Henry Clay being ready on the paddle-box to throw out the fender; I can'out say whether the Henry Clay was driving the Armenia toward the shore; I think I have seen boats n'arer the shore than the Armenia then was; at the time of the collision I heard two young men, passengers on board the Henry Clay denounce the officers of the boat for their conduct in racing; there was great excitement, at this point of denounce the onicers of the boat for their conduct in racing; there was great excitement, at this point of time, among the passengers on board the boat; I was then on the hurricane deck; Mr. John J. Costar was one of the gentlemen who remonstrated with the officers of the boat; one of them took Mr. Collier by the arm and told bim that the racing must be stopped; I said it was rascally business; I spoke loud on purpose that he might hear me; he (Mr. Collier) remarked that there was no danger; the race was continued for a considerable length of time after this remonstrance was made, during which of time after this remonstrance was made, during which time the boats seemed locked together; the Heary Clay seemed to press the Armenia to the Western shore, insaily the Armerica blew of her steam and dropped satern; I don't recollect that the Heary Clay blew off any steam at any of the landings north of Poughkeepsle, and I think I should have noticed it, had she done so; a great number of ladies and gentlemen appeared releved when the boats separated; we reached Newburgh several inless ahead of the Armenia; the most excited looking man I saw was a young man who sometimes acted as second or third captain; helped to officiate at the gang way, and then sold liquor at the bar: I noticed at the time that he seemed intensely interested that the Henry Clay should be successful in the race; I saw Mr. Collier repeatedly about the vessel; no exof time after this remonstrance was made, during which is aw Mr. Collier repeatedly about the vessel; no ex-citement exhibited itself on his face as I could notice; he went backward and forward between the pilot house and rear deck; a few minutes afterward I saw the Cap-tain of the bost; a gentleman asked him how he felt, and he complained of feeling very bad indeed; he was standing in the starboard gangway on the hurrican

deck; while the boats were in c. Dision the passengers on the hurrican deck were all ordered to the starboard side of the boat by the young man who tends the bar. side of the boat by the your man who tends the bar; same ten mitures after we nad separated. I went to the bow of the boat, where I saw my companion. Mr. Henry Lawrence, sested, who told me that he sat there for salety, for he was fearful that the boat would blow up at this time there were quite a number of groups of passer gors telling about the rare, as it was termed; one gentleman asked a deck hand why they pushed the Armenia so clase to the Western shore; his answer was because we did at wish to tow her any longer; after the collision I felt somewhat easier myself and told this young second or third officer that I was glad we had parted; he replied that they could have get off from her scoher, if we had only done as he had requested us; we reached Newburgh, where I witnessed the same scene of excitement among the runners, calling and cursing the other boat; I heard one say, "You had better go on board the Henry Clay; the Armenia wont reach New York to-flight;" some the after leaving Newburgh, I wanted my dinner; i found the tuble full and I could not as see, the cashing was Armenia wont reach New York to-night," some the siter leaving Newburgh, I wanted my dinner; I found the table full, and I could not yet a seat, the cabin was quite full; they set a second table, but I found that full size, and being thus disappointed, I concluded to go without my dinner; after this, nothing of laterest transpired until near opposite Washington Irving's place; mysell and filend sat on the after part of the hurricane deck. I commenced pointing out the residences of various persons; when about opposite Mr. Forrest's places, I think a little past, I heard a cry of fire, my friend and myself rose at once apon our feet, and within a moment, we heard some one say there is no danger, the fire is out. I did not see the man who said so; there was a great deal of consternation on board, danger, the fire is out. I did not see the man who said so; there was a great deal of consternation on board, and Mr. Lawrence said, let us take our seats again, as we believed that the ladies were unnecessarily alarmed; the smoke coming up so dense and black through the stairway, that we became satisfied that the fire was serious. [Position of deponent here defined by a diagram.] The stairway was between captain's office and machinery; the fire in a very few intuites was observed coming up through the opening partially occupied by the working beam, &c.

At the time our reporter left Yonkers, at a late hour, the Inquest was all in academ.

the inquest was still in session.

#### NARRATIVE OF A PASSENGER.

In our first notice of the destruction of the Henry Clay, mention was made of a gallant young man who succeeded in rescuing many of his fellow passengers from the burning boat. He, however, de-clined giving his name. We were unable to obtain any clew whatever as to who he was until yesterday, when we fortunately met with him, and induced him not only to communicate his name, but also a few in teresting facts connected with the occurrences of that

day. He gave his nurrative in substance as follows: day. He gave his narrative in substance as follows:

"I went on board the steamer Henry Clay at Newbergh on Wednesday last, on her downward passage from Albany to New-York, in campany with Mr. Kavanagh, his wire, two children, sister-in-law and nicce; I was with them in the aft part of the boat as well as in the ladies' cabin, when in the vicinity of Yonk rs I saw smoke rising near the smoke-pipe; I immediately went and got reacy the buckets, and seven of us stood in a line and handed the buckets from one to the other from the river to the fire, to which the water was applied, after throwing seven or eight buckets of water upon the dames, without extinguishing thom. I went to the iron grate over the fire-room and saw that It was all in a blaze; I then said to the men "it's all of no use—let the men no forward and throw out ropes and planks;" I should as local as I could to the pilot "best ashore, or we'll all he lest—she's on fire!" At the time or we'll all be lost—she's on fire! At the time I called out that the boat was on fire, she was headed down the river; she was turned toward the shore immediately afterward, and finding that I could not render mediately sites ward, and finding that I could not render any more assistance in extinguishing the fire, I can all said rock a young female, now ed Agnes Bushell, Mrs. Kavanagh's sister, to whom he is paying his addresses) and helped her to but upon the hurri-and desk; when I not her up there is husband "hand me up the children, and I'll save you till hat he became comissed and ran to the children, who was a man and in the stairway, to came where I was; he took the oldest child in his arms and his wife the youngest, and in trying to get up to me Mrs. Kavanagh's dress caught fire, whereupon she pring into the water; I then said to Agnes Bushell, "we've sot no time to lose—we must go as we shall be burned." I then took her along the harricane dock till I get to the wheelhouse, where the blaze extended across the vessel, when Agnes said she wools go no further, but would rather go back and die with her sister; I then put my arms around her waist and jumped through the thoses with her and above; it hen took off my coat and left it in her charge and jumped into the water; at this time there was a plank going out, I shoved it along the try in the water with her youngest child and get them safe into shoul water, after which he escaped without further assistance; I then returned to the water and rescued several young ladies, residents of Long Island. At this juncture of Mr. Cibrion's statement passengers were orsiered on board and we were theredy deprived of the opportunity of O'Brich's statement passengers were ordered on board and we were thereby deprived of the opportunity of learning much respecting this ismentable calamity.

# Scene at the Grave on Friday Evening,

July 30. The funeral procession passed through the village as the twilight was yielding to the darkness of night. The impressiveness of the scene was hightened by the slow telling of the bell, and by the fierce lightning and the rolling thunder of the heavens. The five bodies of the unrecognized were lowered into the grave, when the following brief address was made by Rov. Mr. Sow-

ard of the Freshyterian Church : Here, and the shades of evening and beneath a dark and frowning sky, we commit the sodies of these strangers to the ground. "Earth to earth-ashes to

By strangers hands their dying eyes were closed,

As the sun, rising ere long from youder black horizon, ball lift the vell of alght and disperse these threatening lends, so shall it be also with the darkness of the tomb Included of the state of the st her no as this corruptible shall put on incorruption, and this mostal shall put on immutatily, then God in erry bring to pass the saying that is written: "Death sewnlowed up in victory." Now the grace of our and Jesus Christ, who hath died and risen again, who is the resurrection and the life, be with you all. Amen.

The Funeral Solemnities on the Subbath. Another mournful procession passed through the village a little before the setting of the sun on Sabbath evening, following the remains of other victims of this calamity, whose bodies had not been claimed by friends.

These were conveyed to St. John's Cemetery, and there deposited by the side of those whom the same judgment had overtaken. Hundreds were gathered around the graves, and deep stillness and solemnty prevailed. A few appropriate remarks were offered by Rev.

D. H. Milier, of the Baptist Church, in which he alluded to the greatness of the calamity, and the many households scattered here and there, into which it was carry-

youth blasted manhood crushed. "Is seen of terror come mon burial. When shall the last of the last of the Destroyer to view? How many more of the trops. "Seless corses be shall be gathered? Shall some of these." It there till the borne away to the ocean and remain fiddle, a there till the borne away to the ocean and remain fiddle, a few hours see shall give up its dese? Oh God, it is been added to the since we brought hither the remains of those who were addenly overtaken by death; and then the hearens gathered deally overtaken by death; and then the hearens gathered deally overtaken by death; and then the hearens gathered calamity and commit them to the dust awid the repose of nature, at the tranquil setting of the Sabath sun. Yet Loud, those and these shall sleep in equal quickness in their low ley bels, "where the wicked cease from troubling and the weary are at rest."

Look, have and these some from troubling and the weary are at rest."

Merciful God, cause the living to regard the resting place of the body as a thing of small moment, le comparison with the habitation of the spirit. Here, beside the bodies of these, our unknown fellow-mortals, make us feel that it masters intelle whether these corruptible frames shall sleep in the depths of the ocean or in the land of strangers, or in the familiar churchyard.

"God our Redeemer lives.

And often from the skies!

Looks down, and watches all our dost,
Till He shall bid it rise."

Father of our spirits: suffer us not, as we stand over these ywaring graves, to furget that we must dis ourselves. If those sparset me that spony of surprise, fear and coadist, which these suffered, yet we know thour with bring ins to death and to the house appointed for all fiving. Help us, therefore, so to live, that dying we may sleep in Jesus, and thus riang in his likeness, may reign with Him forever and ever.

The services at the grave were concluded with the reading of the burial service by Rev. Mr. Cook, of the Episcopal Church.

#### LEFTER FROM CAPTAIN VERREL. RONDOUT, Uister Co., N. Y., Saturday, July 31, 1852. To the Editors of The N. Y. Tribune

Observing in your paper of yesterday that Mr. Issac Dayton is desirous of ascertaining the persons who rescued him from the water, I take the liberty of writing to you, with a request that you will let him know that the vessel referred to was the let him know that the vessel referred to was the schooner Advance, whoreof I am master. So soon as I observed the flame and smoke busines from the Henry Clay, I immediately manned my small boat with four of the crew, and dispatched her to the burning boat, while I, with the assistance of a small boy—alt hat were left on board—steered the vessel as near as I considered safe to the wreck, in the hopes of picking up some who might be floating out into the river.

It is a matter of heartfelt satisfaction to me and my crew that we were the instruments, in the hands of Providence, in saving the lives of between thirty and forty of our fellow creatures, and we only regretified it was not in our power to have been more active is resching human life, in this most awful calamity, waich is now casting a gloom over so many firesides.

coing friman file, in this most award calculation, which is now easting a gloom over so many firesides.

I expect to be here for one week, with my vessel, after which I will sail to the eastward with a cargo of coal. Very respectfully, yours, John VERBEL, Captain of the schooner Advance.

THE DUTY OF THE SURVIVORS. To the Editors of The Tribune:

Numerous resorts have been suggested, with the view of deterring the proprietors of other steamers from a repetition of the wrong perpetrated on board the Henry Clay. Most of these look to further legislation by Congress, or the State Legislatures, to indictments, penalties, imprisonment, capital punishment, &c.—of disreputable policy most of them—all involving delays, and in the end probably ineffective. It seems to me that the law, as it stands, tenders abundant and prompt redress, at least to the survivors from the calamity, and that the administration of this redress would operate as a potential caution to the proprietors of our steamers against the wanton exposure of the lives of

their passengers.

The law, as I understand it, may be stated thus 1. The contract of passage on board every vessel, whether steamer or sail vessel, implies an engagement on the part of the owners that the passenger shall be carried safely, without unnecessary hand or alarm, with reasonable promptness, and comfort and courtesy

to the place of destination.

2. That for a breach of this engagement in any respect damages propertioned to the wrang may be recovered against the captain of the vessel or against her owners.

3. That the action to recover such damages may be brought in the U.S. Court of Admiralty of the proper District, and that according to the forms of practice of

District, and that according to the forms of practice of that Court, at least as they obtain in this District, it may be heard and finally disposed of, in the course of a month at furthest.

All of these legal propositions I understand to have been judicially affirmed by the late Mr. Justice Story in the First Circuit, and they have been repeatedly acted upon in the Third Circuit by the present District Judge Kane.

Kane.

If the owners of the Henry Clay are any of them solvent men, I should suppose they might be adequately admonished by a train of Admiralty decrees to eschew attemboat racing hereafter.

It is for the survivors from the wreck to say whether this admonition shall be administered or not. B. v. B.

#### Aid to Procure Justice for the Sufferers. To the Editors of The N. Y. Tribune :

I am sure that I shall not ask in vain for your cooperation in a plan which promises at once to afford a much needed relief to the severest sufferers by the recent disaster upon the Hadson River, and to to more than has ever yet been done for the prevention of such outrageous recklessness of suman life in future, By law, all who have been bereaved by that calamity have a claim for damages upon the captain and owners of the boat; but those who most need that this claim should be enforced have not the means of securing

their rights in the premises, sound in this position.

It has been proposed that a fund be raised by subscription among our officens generally, to enable all persons who last relatives by the burning of the Heary Cley, and who would bring civil entire for camages against her captain and owners, if it were in their rich do so with ample resources. Already a constraint in do so with ample resources. egainst her captain and owners, if it were in their power, to do so with ample resources. Already a considerable sum has been subscribed, and many manes, the and poor, of the highest respectability, are ready to be recorded upon a paper, which will be at once a bond of charity, a protest and a warning which cannot be without the happiest effect now and hereafter. Not a time of the money which would be sabacribed, could be used; but lot all who will, have the oppartuality thus to unter their denunciation of a crime which hitherto has not enabled to the sabacribed of justice.

W. G. R.

# Recovery of Bodies-Interesting Items.

Another body was recovered from the river, in the vicinity of the wreck, late last evening, and while passing up the Hudson River Railroad, in the afternoon, our reporter noticed the body of a female foating down the river, near the shore, opposite Fort

The body of a female found near Fort Washington, a description of whom we gave yesterday morning, was recognized in the course of the day to be that of Mrs. EMELINE E. MILLIGAN, 19 years of age, whose husband, Mr. John Milligan, resides at No. 177 West Prenty-sixth-st. Deceased was a passenger on board the Henry Clay, and lost her Hie at the time of the destruction of that vessel. She got on board at Catskill, and was returning home, after having completed a visit to her friends at that place. Her remains were taken in charge by Mr. Milligan, for interment. It is feared that her mother, Mrs. ESTRER TOMPKINS, was on board the same steamer, and that she was lost.

From information obtained yesterday morning, there is strong reason to believe that Mr. Gronge Bent, of Alexandria, Va., his wife, his wife's sister, and two children, one agirl eged five years, and a boy three pears old, were lost from the Henry Clay. Mr. BELL started from home, about ten days ago, to fetch Mrs. HELL, his child, who had been on a visit to Mrs. BELL'S father, realding near Rochester, and the family were expected at home, by the middle of last week, but as yet they have not returned, nor have any tidings been btained respecting them; in consequence of which, under the present circumstances, their friends are in the greatest distress of mind.

for the gold diggings, she assumed the management of the business, and was on her way down to the City on a visit to Henry Smith, her principal customer; also, to make her will. The hull of the steamer Henry Clay was partially raised last evening, and, contrary to expectation, only one body was found; but as there are numerous frag-

Miss PLIZABETH HILLMAN, of Troy, who was lost

from the Henry Ciay on Wednesday last, was a slater

of lesac Hillman, the celebrated rezor strop man, who s now in California. On the departure of her brother

ments yet to be removed, it is probable that others may , he recovered in the course of to day. James M. Pierce, a son of Prof. Pierce, of Cambridge, was a passenger on board the ill-fated steamer Henry Clay, but at the time of the terrifated steamer Henry Clay, but at the time of the shift accident he swam to the shore, and as soon as possible telegraphed the intelligence of his safety to his parents, more than twenty hours before the amouncement of the casualty in the papers of this city.

[Boston Traveller.]

Rev. E. G. Wood, in the opening as the dock; I heard a great deal of talk and abuse at the dock, between the people, relative to the two boat, and I flowed by those who were interested the Armeria went on and the Clay followed, after making a burried landing; after she had left the dock. So, we have the sevent of the following Prayer:

Of Gold this is heard of human hopes—of human pressure that of a cut girm a no was done metad were the resent.

So, we have been her after this the number of our substantial and her manno discussions. The dock is girls and her manno discussions and the period for the proposition of the great flowing Prayer.

Of Gold this is heard of human hopes—of human pressure that the following Prayer:

Of Gold this is heard of human hopes—of human pressure that the following Prayer:

Of Gold this is heard of human hopes—of human hop